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BUILD RAILROADS AND BRIDGES;
GIVE STATISTICS ON BANJALUKA-DOBOJ RAILROAD

COMPLETE FIVE-YEAR PLAN FOR RR, BRIDGE CONSTRUCTION -- Zagreb, Borba, 26 Dec 51

The Yugoslav Five-Year Plan for railroad and bridge construction called for the construction of 1,500 kilometers of new railroads, rebuilding of bridges destroyed during the war, and construction of 20 kilometers of new bridges. The plan also called for the completion of 400 kilometers of railroads already under construction, the beginning of construction on 430 kilometers of new railroads, construction of 477 kilometers of standard-gauge double-track railroad, rebuilding of 150,000 square meters of damaged station buildings, construction and renovation of 430,000 square meters of commercial and administrative buildings, and the construction of 5,000 dwellings.

The plan has been fulfilled as follows: 1,585.3 kilometers of new railroads have been built, or 106 percent of the plan; 30,308 meters of bridges, or 152 percent of the plan; and 365.4 kilometers of new railroads on which construction had been begun, or 91 percent. Construction has begun on 417.1 kilometers of new railroads, or 97 percent of the plan; 320 kilometers of double-track railroad have been constructed, or 67 percent; the plan for construction and rebuilding of commercial and administrative buildings has been mostly completed; and 2,979 dwellings have been built for railroad workers and officials. The track structure of 294 kilometers of track has been strengthened to support a minimum axle weight of 15 tons (18 tons on the main lines).

The plan is considered fulfilled because the past 5 years have shown it was not necessary to complete all aspects of the plan.

The plan for additional double-track railroad was not fulfilled because the Belgrade-Nis line proved to be completely satisfactory for present traffic without an additional 140 kilometers of double track, which had been called for by the plan. The same was true for dwellings, which proved to be sufficient to meet the needs of railroaders.

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About 270 kilometers of new narrow-gauge (0.60 and 0.76 meters) railroads have been built, but during the past 5 years standard-gauge has replaced narrow-gauge in the Tuzla Basin in the Bosna River valley, the Spreca River valley, between Tuzla and Dobo, and on sections of the Una River line. At present, narrow-gauge railroads are being built only in unusual situations, with provision being made for converting such lines to standard-gauge, as between Titograd and Niksic, where the roadbed is prepared for standard-gauge lines to be installed as soon as the need arises.

The most important railroads are the Brcko-Banovici and Samac-Sarajevo railroads, which were built by youth in 1946 and 1947. In 1951, youth completed the Banjaluka-Dobo, two large bridges across the Vrbas and Bosna rivers, and 12 medium-sized bridges across the Ukrina and Snjegotina rivers. Yugoslav soldiers built the 74-kilometer-long Sabac-Zvornik railroad line, and members of the People's Front built the 13.3-kilometer-long Petlovaca-Bogatic and the 16-kilometer-long Modric-Gradacac lines.

Coal from the Despotovac coal fields will be hauled over the recently completed Markovac-Despotovac railroad. The Puracic-Dobo railroad will also be used for this purpose. The Lupoglav-Stalije railroad is still more important for it permits rapid transport of black coal from the Istrian coal fields. The Resnik-Dobanovci railroad is very important to Belgrade as it represents the beginning of efforts to route railroads around the city of Belgrade. A double track has been laid on the Belgrade-Zagreb line.

Over 700 kilometers of industrial railroad have also been built, principally near ferrous metallurgy enterprises, such as at Zenica. Industrial railroads have also been built for the soda and salt factory and coking works in Lukavac, for many petroleum-producing enterprises, etc.

With the help of youth, railroad builders constructed 14 bridges on the Samac-Sarajevo railroad. In 1952, the Sava River bridge on this line is to be renovated. The 40-meter-high viaduct on the Bihac-Knin railroad was difficult to construct. The best railroad bridge in Yugoslavia, across the Sava River at Ostruznica, is nearing completion.

Yugoslavia is well supplied with Yugoslav-made railroad construction equipment including small steam locomotives, concrete mixers, rock crushers, various kinds of diesel and electric engines, etc. Some building sites can now be completely electrified. In constructing the 19.5-kilometer-long Vares-Breza railroad which has 21 tunnels, every building site was electrified.

GIVE DATA ON BANJALUKA-DOBOJ CONSTRUCTION -- Zagreb, Borba, 22 Dec 51

Banjaluka, 21 December -- Nine hundred and twenty-seven work brigades, consisting of 94,463 ^{figures are as given in original} young men and women, participated in construction of the 96-kilometer-long Banjaluka-Dobo railroad.

The People's Youth of Serbia sent 414 brigades with 34,427 members; Croatia sent 266 brigades with 20,893 members; Bosnia-Herzegovina sent 141 brigades with 14,905 members; Slovenia sent 24 brigades with 3,450 members; Macedonia sent 50 brigades with 3,780 members; and Montenegro sent 13 brigades with 1,382 members. Fifty-nine brigades, with 7,900 youths whose military service expired this autumn, came from the army. Twenty-two brigades with 547 young men and women from 14 European and overseas nations participated in the work.

Of the total number who worked on the railroad, 25,715 were secondary school students, 722 were students ^{college?}, and the others were from farms, except for a small number of workers and apprentices.

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Thirty-four bridges with a combined length of 1,031 meters, 295 concrete culverts with a combined length of 474 meters, and three tunnels were built. The latter are the Ljeskova Voda tunnel which is 1,506 meters long, the Tromeda tunnel, 1,411 meters, and the Celinac tunnel, 488 meters long.

About 400,000 tons of construction and other materials or about 40,000 carloads were used. About 150,000 railroad ties and 9,500 rails were used.

Farm youth had 16,120 lectures presented to them. A large number of periodicals and 8,000 copies of newspapers were received daily. Elementary courses were attended by 3,012 and basic courses by 8,208.

At the housing and building sites, 952 films and 3,714 cultural and artistic events were shown. Fifteen guest groups gave 90 presentations, and 3,841 camp fire meetings were arranged. Thirty-five issues of the Omladinska Pruga (Youth Railroad) newspaper were published, which had a circulation of 160,000; 94,644 books and pamphlets were read.

Forty-four housing developments, containing 201 barracks, were built along the railroad. Two hospitals and seven dispensaries with a total of 411 beds were available to workers. Medical examinations and treatment were given to 53,613. The dental dispensary made 2,666 examinations.

BUILD LARGE RR HUB IN DOBOJ -- Zagreb, Borba, 10 Dec 51

The temporary railroad station built in DoboJ in 1947 cannot meet current needs. Traffic through the DoboJ station will increase considerably with the completion of the Banjaluka-DoboJ railroad and the Belgrade-Vaijevo-Karlovac-Ljubljana main line, of which the Banjaluka-DoboJ line is a part. Because DoboJ will become one of the largest and most important railroad junctions in Yugoslavia, it was necessary to begin building a rail hub parallel to the building of the Banjaluka-DoboJ railroad.

A new passenger station, similar to the Sarajevo station in size and architecture, is to be built. A large number of freight warehouses and buildings necessary for classification yards are also to be built. The hub will have its own repair shops for the simultaneous repair of six locomotives.

All installations are to be built in a low area which will have to be filled with earth and gravel to a height of 3.5 meters. The resulting plateau will be several kilometers long; its width will be over 400 meters in some places. About 600,000 cubic meters of earth and gravel will be needed. A part of the plateau will extend along the Bosna River Valley, so a new river bed, 240 meters long and over 30 meters wide, will have to be excavated.

Twenty buildings in the area will have to be condemned, but modern housing will be built for railroad workers and officials.

Construction on the DoboJ railroad hub will extend over a period of years, with construction being done on a priority basis depending on immediate needs. The major and most difficult part of the work is to be completed in the near future.

The work planned for 1951 is almost finished. Thus far, about 100,000 cubic meters of earth and gravel have been filled in, four new station tracks have been laid, fills for several lines have been partially completed, and construction has begun on a repair shop.

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OPEN SERVICE ON MARKOVAC-DESPOTOVAC RAILROAD -- Zagreb, Borba, 18 Dec 51

Despotovac, 17 December -- Passenger and freight service has been established on the Markovac-Despotovac railroad. This line was built by volunteers from People's Front organizations and by ironworkers from Resava, Despotovac, and surrounding areas.

The 37-kilometer-long railroad, which connects with the Belgrade-Skoplje line, will be particularly important to the Despotovac coal fields.

BUILD 21 RR BRIDGES IN 10 MONTHS -- Zagreb, Borba, 23 Dec 51

The "Mostogradnja" (Bridge-Building) Enterprise from Belgrade built 21 railroad bridges in 10 months in 1951. The combined length of the bridges is 2,250 meters; they required 3,500 tons of steel framework, and about 17,000 cubic [meters?] of ordinary and reinforced concrete. Thirteen more bridges are now being constructed and are to be opened to traffic in December.

New bridges have been built in all the republics. Five large bridges were built in the area from Kosovska Mitrovica along the Ibar River Valley toward Rankovicevo and toward Skoplje. The largest and most important are the reinforced concrete bridges at Kosovska Mitrovica and Pusto Polje.

The railroad and highway bridge at Markovac on the Morava River is important because it will permit use of the new Markovac-Despotovac railroad and facilitate transport of agricultural produce to the markets in Svilajnac, Markovac, and Despotovac. A spur to the "Jugopetrol" Refinery runs across the bridge which has been built across the Jezava River near Smederevo.

The "Mostogradnja" Enterprise is completing work on a railroad bridge across the Sava River at Ostruznica, in conjunction with the new Belgrade railroad network.

The largest number of bridges were built in Bosnia-Herzegovina. Three reinforced concrete bridges were built across the Spreca River on the Turila-Puracic-Doboj railroad, and another across the Vrbas River on the Doboj-Banjaluca railroad. The 250-meter-long bridge across the Bosna River is one of the most important installations on the Doboj-Banjaluca railroad. The bridge was built in less than 5½ months.

The most interesting bridge construction is the viaduct at Pajtov-Hana on the Breza-Vares railroad, which is being built on five concrete piers, some of which are more than 30 meters high. Work has been completed on the piers for two railroad bridges being built in conjunction with the railroad network in Doboj. Steel construction work is also being completed on a bridge across the Neretva River for the narrow-gauge Konjic-Jablanica railroad.

Work is being completed on the concrete piers for a bridge across the Drava River at Varazdin, and the steel framework is being completed for another bridge across the Drava River at Ptuj. Two concrete and one steel bridge have been built across the Lopatnica and Vardar rivers at Kumanovo.

"Mostogradnja" is one of the best steel construction enterprises in Yugoslavia. Although its 1951 plan is 180 percent greater than for 1950, reports for the past 10 months indicate it will exceed its 1951 plan. The enterprise has received many awards for its bridge construction.

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SAVA RIVER BRIDGE NEARING COMPLETION -- Zagreb, Borba, 21 Nov 51

The 300-meter pontoon bridge over the Sava River between Sremska and Macvanska Mitrovica will be opened to traffic on 29 November. It is built on 22 iron pontoons, which are constructed in two sections. The center section of the bridge is movable to permit passage of large river boats.

The iron constructions were built in less than 4½ months by the Zrenjanin, Apatin, and Novi Sad river shipyards. The final work on the bridge is being done by the Macvanska Mitrovica Shipyard.

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